AUTOMOBILE TOURIST CAMPING GROUNDS

BY

CALVERT SWING WINSBOROUGH

THESIS

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THIS IS TO CERTIFY THAT THE THESIS PREPARED UNDER MY SUPERVISION BY

Calvert Swing Winsborough

ENTITLED Automobile Tourist Camping Grounds

IS APPROVED BY ME AS FULFILLING THIS PART OF THE REQUIREMENTS FOR THE

DEGREE OF Bachelor of Science in Landscape Gardening

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AUTOMOBILE TOURIST CAMPING GROUNDS

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AUTOMOBILE TOURIST CAMPING GROUNDS

The automobile tourist camping ground is an enterprise which has arisen just recently. It has been brought about mainly by two things; first, the rapid perfection of the automobile and, second, the improvement of state and inter-state roads.

The perfection of the motor car has been so great that it has enabled the manufacturers to place on the market numerous types of cars, with at least one type which is within the means of nearly every family.

The rapidly increasing interest in hard roads is perhaps just as great a factor in determining the number of tourists. The completion of great concrete and brick arteries which stretch from coast to coast and from Canada to the Gulf have greatly lessened the trials and tribulations of the tourist and made touring somewhat of a mania with us. It is no wonder that we are considered the greatest touring population on the earth.

Because of the great improvement in the automobile and increased cross-country travel the question of a safe, cheap, comfortable and convenient place to stop over has arisen. To fulfill this need the automobile tourist camping ground has come into existence. For some years communities have set aside places where the tourist was allowed to pitch his tent and trust to his own ingenuity for his health and comfort,

there being no facilities for heat, light, water, drainage or protection against the ravages of the elements furnished by the community. Not until recently have communities realized the benefits to be derived from an easily accessible, healthy and attractive camp ground. Denver, Colorado, was the first to provide a free tourist camp. Since the establishment of its first camp in about 1915, the site has been moved three times. Now it is located in Overland Park, one of the finest parks of the city.

It being the first and thereby having the longest time to develop is now the largest and finest camp ground in the United States. Its position as the largest in the country is jeopardized only by the camp at Los Angeles.

Although this is a relatively new idea, the scope of its interest is the entire United States. Every state has numerous camps and I have authentic records of 155 in California alone. The majority of the camps at present are to be found in the Western states. However, I predict that in the near future, because of the acquisition of tracts of land by the Eastern states for the purpose of reforestation, and the availability of camp sites through this means, that the time will not be long before camps in the East will be as numerous as they are today in the West.

During the next decade there will be such an improvement of highways all over the United States that each of the States will be the yearly mecca for tens of thousands of touring parties.

Already a large part of America is en route each season for motor trips of greater or less extent, but the condition of the roads sets a limit to where the auto can go and the touring shall take place, except in the case of the more venturesome spirits. Even these, moreover, must be well supplied with the means, muscular and mechanical, for meeting the exigencies of a day's driving in a region of poor roads or no roads at all.

One's muscles and the inventive genius of man in the fashioning of pulleys and other handy devices sometimes do not suffice. The help of the patient mule and the lowing ox and the kindly but shrewd and acquisitive husbandman must be summoned in situations of extremity.

But do we not know that there is a better day coming?

Indeed we do! And that is the reason we are bearing, as cheerfully as our temperaments and self-control will permit, the hardships of the present, when we tempt fate by getting off the improved stretches of highway.

Still, we are adventurous in disposition and it is more than likely that there lurks within us the desire to take chances in these matters. Otherwise we should hardly be worthy sons and daughters of those who came across the sea to found this happy land where the Stars and Stripes are ever waving.

There are beginning to be mitigating circumstances to the act of promiscuous touring, however, and those who prefer the trails to the less numerous and shorter roads are telling about

additional joys discovered while roaming around the country getting acquainted with our Uncle's wide domain and the men, women and children who inhabit it.

The benefit to be derived from good roads may be shown by briefly relating the experience of Mason City, Iowa. Long stretches of pavement in the vicinity of Mason City and the assurance of hundreds of miles of permanent road in the more distant approaches are already bringing good things to this town. A concrete and steel hotel, with several hundred rooms and the most modern service, is under construction to care for the inevitable tide of tourists, and permanent buildings have been erected for the comfort and health of campers in the grounds set aside for their use in the best of the parks.

Camping places of such sort are now to be found in many of the towns and cities in the middle West and the far West, and the observation and use of some of them by some Mason City men was the beginning of the movement for adequate and, indeed, elaborate preparations for the camping tourist parties in their home town.

Cooking and shelter and comfort stations and bath houses have been erected of tile, with cement dash finish, and nearly all the work as well as the material was donated by manufacturers, contractors and workmen. Not the least interesting fact of the record in this case is that the plumbers' union installed the plumbing free of charge, not even asking pay for the time spent in coming to the job from the shop, or in going from the job to the shop after forgotten tools. Thus we see

that camping grounds will follow in the wake of good roads.

In each community there will be found some people who will consider a free camp as a liability. This is an entirely erroneous idea. A tourist camp with all of the conveniences necessary for comfort is a decided asset to the community. Good business men know this and upon investigation it will be found that all of the material and equipment necessary to build the camp will be furnished at cost if not donated. Even the cost of labor will be minimized.

During the five months of June, July, August, September and October of 1920, approximately 18000 tourists stopped at the auto camp established last spring by the Missoula Chamber of Commerce at Missoula in Western Montana. Consensus of opinion among authorities is that tourists spend an average of $5.00 per day per person. Therefore, it is estimated that these 18,000 tourists spent at least $90,000, or almost $100,000 in Missoula and vicinity during the last touring season. During August one of Missoula's leading bankers estimated that travelers' checks to the amount of $1000 were handled daily in the business district.

Missoula is located at one of the few favorable passes from the Mississippi to the Pacific slopes in the Montana Rockies. Consequently, the bulk of east and west bound travel passes through Missoula over the National Parks Highway, the Yellowstone Trail and a number of other highways that claim a common route in this region. More and more travel between Glacier and Yellowstone National Parks is passing over the

scenic Western Montana route via Missoula, in itself a veritable park wonderland trip.

But it was not until last summer that Missoula through its Chamber of Commerce took real action to make Missoula a stopping place for the tourist autocade. How happy have been the results from the establishment of the new auto park may be deduced from the facts stated just above.

The Missoula Chamber of Commerce assumed the entire burden by arranging for the purchase, development and maintenance of an auto park of approximately twelve acres at the north-eastern corner of the city. Trees and green things and a mountain stream-----all protected by a sheltering mountain, produce an atmosphere of cool restfulness that the tourists have found most attractive.

Plenty of camping ground has been provided, roads have been constructed, tables, benches, concrete ovens and sanitary conveniences installed, city water piped into the grounds and free fuel put at the disposal of the auto campers.

One night last August there were 101 cars and over 350 people in the park. July and August were the big touring months. According to the records of the caretaker, during the month of August 6,344 tourists who came in 2,144 cars stopped at the Missoula auto camp. The smallest night in attendance in August was 57 people in 19 cars. For noon luncheon during the month 318 cars visited the park. During the nights of July there were 1,463 cars in the auto camp and 230 stopped for noon luncheon, or a total of 1,685 machines.

The records show that 615 cars and 2,445 people visited the park in June; 1,628 cars and 6,240 people in July; 2,142 cars and 6,344 people in August; 917 cars and 2,787 people in September; 372 cars and 1,113 people in October.

Bring this subject to the minds of any progressive community and it will soon be the possessor of a free camp for tourists, which will many times pay for itself in increased business and the nation wide advertising which that community will receive from all tourists who visit it.

There are four fundamental features of a good camp. The correct analysis and planning of these features determines absolutely the success of the camp. The four features that I will discuss are: location, size, development and supervision and the relative features pertaining to each of these.

LOCATION OF CAMP SITE

The location of the camp is of prime importance, for a camp poorly located fails utterly to perform its function by its uninviting character or by its very obscurity. A good camp should bear a close relation to the inter-state highways, to the park system of the city providing it and to the main arteries of traffic to the business center. It is not always possible to place a camp at a focal point of these three arteries. But if it is possible to so place a camp that it will be a nucleus from which these highways radiate that is the ideal location so far as access is concerned.

The camp should be placed on or near the inter-state highway because practically all of the visitors will be people on a long tour and will naturally come into the city or town on this highway. By so placing it it will be easily found and will be noticed also by the tourists who pass through the town during the day time, thus favorably advertising that community, both day and night to all who pass it by.

The camp should be closely related to the park and boulevard system. Many tourists will want to 'do the town' and thus homeseekers may become permanent citizens of the community through being favorably impressed with the park features and in turn other features of the town. This type of tourist, the home hunter, is one type of tourist which every community should do its utmost to please.

The ease with which the tourist can get to the business

district will in a great degree determine whether or not he does his shopping in that community. Bear in mind that among the tourists will be the farmer who has piled his family and equipment in the car and is off for a few weeks to rest up a bit and do his buying for the winter. This form of buying is far more satisfactory than the old mail order house kind. Last summer I fell into conversation with a farmer who was driving a dilapidated old Ford and during the conversation I found that he had spent in excess of $1900 in that town during his stay of three days. So make the camp easy to reach from the business district, and vice versa, and the increased business will more than pay in one season for what little additional expense may be incurred.

But there are other features which also determine the location of the camp. The camp must not be in a too thickly settled residential district, for the appearance of the "automobile nomad" with his dirty clothes and his car, nearly hidden by camping paraphernalia is not one upon which the tired business man may restfully look.

The next feature determining the location of the camp is the topography of the land. First of all the land should be well-drained, not necessarily high, but if the land has a good natural drainage the expense of artificial drainage will be saved. If the land is sufficiently high there will be many good views from every portion of it. This is a feature not to be neglected. The camp should preferably be located in an area which is well wooded and if possible has some natural body

of water in it. These two features will give unbounded pleasure and comfort to the tourists. The trees will protect the campers and equipment from the heat of the midday sun. The water with the various activities that may be developed such as canoeing, boating, swimming, and fishing affords a fascination to every one which can be attained by no other means. These things determine the location of the camp. The next feature is the size of the camp.

SIZE OF AUTO TOURIST CAMPING SITE

The size of the camp is dependent upon first, the ground obtainable and second, the number of tourists requiring accommodations. It is obvious that if only a certain amount of land can be obtained because of development around it that the size of the camp ground is predetermined. However more often this is not the case for the ideal site for a camp is not generally in a section that is built up. When it is possible to obtain all of the land that is necessary a committee should be appointed to take accurate counts of the number of tourists that pass through the town and who would use a camp if one were there. This is generally handled by the commercial club or some other civic organization. After the counts are made it is then merely a simple matter of mathematics to determine the acreage necessary. I will give some statistics here which will help in determining the area required for a given number of tourists. The lots to which each party is assigned should be rather spacious thereby lending a certain feeling of privateness and remoteness. A good size for a lot is 50 feet square. However if the space is limited it will be of advantage to make the lots 25 x 35 feet. A lot this size will be found to be very satisfactory yet there will be a feeling that one is located in a community camp instead of the feeling created by a larger lot of being in an individual and private camp. To some the community feeling is one to be desired rather than to be objected to. Allowing a practical

percentage of the space to be given over to drives, service buildings, social and athletic activities and planting it is possible to get 15 lots 50 feet square per acre. This means fifteen different parties may be accommodated per acre. The average of the number of individuals in each party is about 4, then 60 persons may be accommodated per acre per day. That is, 1800 per month, or about 7000 per season per acre. If the camp is ten acres in area 70,000 persons may be accommodated by it in one season. It has been determined by statistics kept by towns which have a tourist camp that the tourist spends on an average of $5 per person per day. Then a ten acre camp with the size lots I have mentioned would be the means of bringing additional business to the extent of $350,000 each season to the community providing it. Of course this figure is based upon the camp being filled to its capacity every day of the season. One must bear in mind that this will not be the case during the first year or so. But if the camp is correctly designed it will soon be the annual stopover of parties who have previously visited it. It will not only be filled to its capacity but its expansion will become necessary. It is always wise to take into consideration this question of future expansion when the land is first acquired. Obtain leases upon the surrounding land with the privilege to buy at any time.

Some people have the mistaken idea that the population of the town determines the size of the camp. This is an entirely fallacious idea. Only the two features I have mentioned,

namely the ground obtainable and the number of tourists, are instrumental in determining the size of the camp required. The most important of these is the latter; the number of tourists to be accommodated.

DEVELOPMENT OF THE CAMP

The next main feature of the tourist camp and without doubt the most important one is the development of the camp. It is obvious that a camp which consists simply of an isolated area with no attractive features and comforts is not going to attract the tourist to it especially, for there are many such places along the highway which will attract him even more than a camp of this sort. There is a certain sense of discovery that is realized when one finds an especially attractive little nook, out away from mankind where he may pitch his tent. But even this pleasure is lost in an area that has been fenced off by man and then neglected. Upon reaching a camp such as this, one feels as if he is an undesirable, and that that community has looked down upon him and segregated him from them. This is entirely the wrong impression for a community to create toward itself and were it not for the backwardness of the community it would realize the value of creating the most favorable impression possible in the mind of each individual who visits it. There are many features which determine a well developed camp, one that will reach the maximum of efficiency in the position it has to play. The first of these is the drives.

DRIVES

The drives should, first of all, be as inconspicuous as

possible, still being efficient. The main drive should lead from the entrance to the main lodge in front of which is a turn around. Secondary drives on each side of which are the camping lots should branch off of the main drive. There should be an easy approach from this secondary drive to the lot itself still keeping the lot above the level of the drive. The main drive should be eighteen feet wide and the secondary drives nine feet wide. The drives may be made of quite a variety of materials. The most generally used material is cinders. These most generally are easily obtainable and are of little expense. They are very pervious, and dispose of the surface water with the greatest rapidity. Their color and texture very easily blend into the informality of the entire development. Altho cinders are the best in many respects it may be more advisable in some communities to use some other material. This of course will be a specific case and cannot be treated here. However that material which may be obtained most easily and at the least expense will doubtless be the one to use, provided that it is efficient.

The arrangement of the drives will be greatly determined by the contour of the land and it is impractical to say that any set rule should be followed by each community. The drives of each camp must be worked out for that specific camp. The only suggestion that it is possible to give which will pertain to all camps is that the drives must be as much as possible in the low areas thereby making the lots on a higher level, they must be well drained and efficient.

LOT SPACES

The next element of the camp is the lot spaces for camping. These spaces as I have mentioned must be on comparatively high ground. They must be spacious giving some degree of privacy and isolation from the others. A space 50 feet square is a good size for a lot. This allows room for the car and tent whether the tent is attached to the car, relying upon the car for its support or whether it is separate. It is advisable to lay a wooden floor about eight inches above the ground over which the tent may be pitched, thus assuring a dry surface to sleep upon. It is not advisable to furnish tents, for they are quite an expense and practically all tourists have their own tents. Some camps have built shacks the sides of which are of canvas and may be raised or lowered at will. But this is rather a needless expense and does not generally give the satisfaction that is desired from really camping in a regular 7 x 9 canvas tent which must be pitched by one's self. The depreciation of this half cottage and half tent during the winter is so great that it is very inadvisable to construct them. On the lot there should be made provision for cooking. However as there is generally also a main kitchen or group fireplaces this lot fireplace is nearly always very simple. On the lot there is provided just a fire-place fashioned by laying the local rocks in the shape of a U. It is always an unbounded pleasure to sit around the dying embers of a fire, built in this fireplace,

late at night toasting marshmallows or wieners and talking over the experiences of the past day or planning the activities of the next.

CAMP STRUCTURES

The next element of the development is the structures that should be built. The buildings necessary may generally be named as the following, Entrance gate house, Main lodge, Bath houses, Comfort stations and Garage. I will discuss each of these separately. First the entrance gate house.

ENTRANCE GATE HOUSE

The entrance gate house is of course located at the main entrance to the camp. It may be made of any material that is more or less permanent. The material most advisable in a given community will be determined by that community, the accessibility of the material greatly determining its use. Some communities find wood to be the cheapest. When wood is to be used, if possible to obtain, white pine will be found very satisfactory. In the event of wood construction care must be had to carefully paint all exposed surfaces each season. Some communities find it cheaper to use stone. When this is the case it is truly a blessing, for the stone will last for an indefinitely long period and will become more and more picturesque as it ages.

CHECKER

At the entrance gate should be located a "checker". The duty of this person is to obtain the license number of each car entering the camp, the type of car and how many occupants it has. This has more than infrequently been the means of locating stolen cars. After the checker has gotten this data he issues a lot number for that party and gives them a corresponding key to the gas plate and cupboard which is to be used by the occupants of that lot. He then gives directions to the party to enable them to easily find their lot. If the camp is large he gives them a printed map of the camp showing the various lots and buildings and what service each renders. This map should be accompanied with a concise statement of the regulations and rules of the camp.

MAIN LODGE

The next structure of importance is the main lodge. This should be built of the same material that the entrance gate house is or some material that is in keeping with the spirit and atmosphere of the camp. Stone layed in random ruble is a very satisfactory material. The lodge should be centrally located, generally on axis with the main entrance drive. The size of the lodge will be determined by the number of tourists to be accommodated by the camp. As this is an ever increasing number it is well to build the lodge large, and even then it

may be found necessary later to build another, in another part of the camp after expansion has taken place. The lodge should contain, a kitchen, a store and cafeteria, lounge rooms, dance hall, recreation rooms, laundry, baths, local and long distance telephone, and first aid station. Sometimes it is found advisable to have a few rooms to accommodate the few tourists who come without tents or for sickness or other reason desire to occupy a room. However this is not necessary for if such tourists come they may be directed to a hotel. The kitchen should contain gas plates sufficient to accommodate every party. There must also be provided cupboards, for the temporary storage of the commodities they buy for each meal. The gas plates are so arranged that a deposit of 25¢ is required each day to get gas enough for that day's cooking. The revenue from this source helps greatly in the expense of maintenance.

If only one store is provided it must be of very much the same type as the small town general store with a stock of goods which ranges from cans of sardines to a portable tent. It is best to provide two stores, one for groceries and another for hardware and clothing such as is needed by the camper. The grocery store might well have a steam counter where the tourist may obtain hot, home-cooked food to take to his tent and have a nice hot meal without the inconvenience of cooking it. These stores are generally contracted for by a concessionaire.

The lodge should also contain spacious lounge rooms fitted with very comfortable chairs and davenports. There should be a

large fireplace in the lounge rooms around which there may be gatherings of various kinds at night.

There should also be a dance hall where couples may dance at specified hours without charge. This may be furnished with an electric or player piano which may be operated by one of the party and on specified evenings a dance may be given by the camp for which an orchestra is engaged.

There should be furnished also recreation rooms where there will be found chess, checkers, cards, dominoes, ping-pong, pool, billiards and bowling. In this room is generally located a tobacco counter and a smoking room. There may be a card room for the ladies where they can play bridge and five hundred or any other game they may choose.

Free baths must be provided. It is best to have the men's shower on the first floor and the ladies on the second or third. Both should contain porcelain fittings thruout. Hot and cold water must be always on tap. This will also be necessary for the laundry which is also in the basement. Spacious tubs made of porcelain with hot and cold water always on hand and the privilege of hiring the laundry done by wash-women or doing it ones self is a feature always appreciated by the dirty, dust laden tourist. Then he may have his shower and find clean linen ready for him and then enjoy the camp to the utmost.

It is sometimes found advisable to build the bath houses apart from the main lodge. When this is the case, care must be taken to have them attractive and easily accessible from

all parts of the camp. The ladies and mens bath bath house should be segregated one from the other. The same is true of the comfort stations when apart from the main lodge. These should be connected with the sewage system of the town. If it is not possible to do this, they may be connected into one system which empties into a septic tank and then into a filter bed and then to an outlet well outside of the camp area.

GARAGE AND TOOL HOUSE

The next structure of importance is the garage and tool house. This should be located in some isolated part of the camp, yet must be easily approached by the drive. This may be operated by an experienced mechanic and auto repair-man. There must be an adequate supply of tools and a very complete accessory station may also be included. It is advisable also to have equipment for vulcanizing.

GROUP FIREPLACES

In connection with structures it might be advisable to mention group fireplaces. These are made of undressed stone found in the locality, held in place by wiped bead cement joints. They are constructed very much like a log cabin fire-place. One of these may serve for a number of lots for they are made large enough for three or four parties to use at one time. The wood to be used for these is furnished, cut and

placed beside the fireplace daily by the camp.

WATER, LIGHT AND DRAINAGE

The camp should be gridironed by water pipes which terminate in a hydrant. These hydrants should be numerous enough so that the distance from any lot to the nearest hydrant will not be greater than 150 feet. Each lot should be furnished with electric light, with a switch so that the light of each lot may be turned on or off at will without affecting the light of the other lots.

The question of drainage is a very important one. The drainage system must carry off the underground water and the surface water. The surface water must be rapidly carried off and the entire area must be drained to keep it in a healthy, dry condition. To do this an adequate drainage system must be supplied.

PLANTING

The beauty, cheerfulness and restfullness of the camp will be greatly determined by the planting. All of the planting should be of the informal, naturalistic type. Care must be taken to plant shrubs that are indigenous to that locality. Foundation plantings should be made around each building and the lot lines may well be marked by a border of shrubs. Such buildings as the comfort stations, bath houses

and garage should be well screened from view of the entire camp by a high, thick planting.

SUPERVISION

The next main element of a camp is the supervision of it. The welfare of the camp generally lies in the hands of the checker, a superintendent and local police. The superintendent has the charge of a number of caretakers whose duty it is to police the grounds and keep them in shape. A night watchman who is generally a city policeman watches the welfare of the campers while they are asleep. It is advisable to place signs to enable the campers to more easily comply with the rules of the camp.

EXPENSE

The question of prime importance in the minds of many is that of expense. The original expense will greatly depend upon the attitude taken by the ones furnishing the building material and labor. If they are impressed with the value to them of such a camp, quite often the material will be donated, and as has already been pointed out the cost of labor will be minimized. What expense there is incurred is generally stood by the town or by some civic organization such as the commercial club. Often by popular subscription among the merchants enough money may be raised to meet the initial expense.

The next expense is that of upkeep. This will undoubtedly be met by the income from the camp itself. A small charge may be made as rental of the lot after it has been occupied a certain number of days. The charge for gas furnishes a goodly revenue, and the profits made from the various stores will not only meet the expense but will be found to be a money making investment. On the whole the camp meets all of its own expenses after it becomes known and not only will it just meet its running expense but will soon pay for the original cost and from then on it will be really a money making enterprise which will increase from year to year. There are quite a number of camps for tourists such as, the camp at Ipswich, S. Dakota, owned by Geo. I. Perry, Crystal Cave, S. Dakota, owned by Louis Storm, and the camp at St. Augustine, Fla., owned by H. J. Usina, that are privately owned solely for the purpose

of making money.

One must bear in mind that this discussion has pertained more or less to an ideal camp. In many localities some of the things I have mentioned will be found impossible or at least impractical. Each camp must be designed by some competent landscape architect before it will reach the highest degree of satisfaction and efficiency. However if it is possible to incorporate all of the elements I have mentioned here the camp will be a pleasure and pride to the community providing it and the increased business and nation wide advertising the community will receive will many, many times pay for the land and expense involved in the enterprise.

The growth of auto camps will be even more rapid in the next five years than it has been during the past five years. The legislatures of California and Colorado have already passed bills providing money for camps along the state highways. There is also an act which provides that whenever a tract of land is sold for lumbering purposes, an area of at least five acres must be laid aside and developed into a camp.

The development of the auto camp has restricted itself mainly to the west yet in the near future there will be a marvelous development along this line in all states east of the Mississippi river. This eastern portion of the United States is the most densely populated and for that reason alone should require more numerous camps than the west. An auto tourist camp may be likened to the lungs of an animal. They

are truly breathing spaces and the greater the breathing space the more healthy is the surrounding community. In the east there will soon be tracts of land bought by the state for reforestation. In fact many of the eastern states have already acquired such areas. These areas will all eventually contain a tourist camp. From the Catskill mountains down to the most southern part of the Blue Ridge one will be able to tour at no time being more than a day's distance of an adequate camp. Then one can say, "let us take a tour this summer", without having in mind going to the Rocky mountains, for many of the attractive features of the Rocky mountains will then be realized in the Appalachian mountains. Then we will realize and be able to truthfully say that "East is West."

THE NEW HOSPITALITY

By Rebecca N. Porter.

"Come in. Glad to see you."

If you had been house-hunting without success for three months, if you had a husband who was dissatisfied with business conditions at home and was seeking a new field for investment, if you possessed two small children who placed you beyond the pale of eligibility as a tenant, how would this sign, swung above the entrance to an auto-park camp, look to you?

To Mr. and Mrs. Fremont-Smith, motoring from Buffalo to Santa Barbara in a mattress-gorged automobile, it looked (to quote their own words) "like the Garden of Eden re-opened to the human race after being closed for repairs."

The auto-park camp which the Santa Barbara Chamber of Commerce owns and places at the disposal of its motoring guests is only one of many such open-air hotels now scattered over the length and breadth of our country. A less poetic but more veracious comparison than the Garden of Eden is that they are the cafeteria idea raised to the n-th degree. Come when you like, wait on yourself, and pay as you leave.

In Denver there is one which cares for more than fifty-five hundred cars. This is the Manhattan of auto-

camp cities, the Middle Western metropolis of the thermos-bottle and the khaki lean-to. With fifty-five hundred neighbors, all of them practically within seeing distance of him, a tourist is under no more obligation to get acquainted than he would be in a city office-building. A New York apartment-house itself could not insure for him a more impregnable privacy.

But out on the genial shores of southern California there is a come-in-glad-to-see-you spirit which proves a universal solvent for urban and provincial reserve. Mr. and Mrs. Fremont-Smith felt it when, on the second night after their arrival, they were invited, without the preliminary of a first call, to attend a party. Somebody in camp was having a birthday, and this furnished the motif for a rollicking celebration. It was given in the community kitchen where, surrounded on three sides by gas plates and adjustable ovens, a group of forty guests were entertained. Everybody in the park was invited and everybody came. That the programme was entirely impromptu added to its variety and zest, for unsuspected talent disclosed itself and volunteered its service. Among the guests was a professional raconteur, a violinist, a sleight-of-hand artist, and a clever little school-teacher who offered to read palms. At the end of the evening a huge freezer of ice-cream was opened by the genial secretary of the Chamber of Commerce, two of the gas plates heated up the chocolate, and a cake from one of the down-town bakeries crowned the feast.

It was, as one of the group expressed it, "something new in parties." But what is infinitely more interesting to the student of modern sociology, it is something new in living. For the mere description of a successfully conducted auto-park party is not a significant thing. This new hospitality which we are offering to our travelling public becomes a vital element in our national life only when we consider the psychology that lies back of it. The question of where the Fremont-Smiths are going is of no importance. The really important questions concerning their trip are these: Why are they going? Having once started to "go", will they ever be content to permanently stop? And what will be the effect upon America of an increasing citizenship of Fremont-Smiths?

Barring those tourists who are in quest of health (and these are comparatively very few), there are to the superficial observer two completely satisfying answers to the question Why. These are the rise of household expenses and the decline of household servants. Nobody can deny these two factors in our national life, and what nobody can deny most of us accept as all-conclusive proof. We know that in the East there is an idea rampant that "out in California there is plenty of room." The good-humored tourist finding upon his arrival that this does not mean furnished-room, accepts the auto-park substitute, and flits adventurously from one camping-ground to another while his wife revels in the experience of housekeeping with no housework. All this

is obvious, so obvious that the Fremont-Smiths have not been considered a problem at all.

But the motives which lead our summer campers to become perpetual campers are not to be so easily and plausibly labelled. Under the oak-tree where Mrs. Fremont-Smith is shelling peas, a searcher after the real well-spring of truth feels the hazel wand turn in his hand.

"We've been travelling for almost a year now," the hostess declares, making a place for her caller upon one of the car cushions. "We started out just to spend the summer, and then our real-estate agent wrote us that the people who were in our house would pay twenty-five dollars a month more if they could keep it through the winter. We figured that we could live out this way and save about fifty a month. Henry needed a change anyway, and I was simply sick of housework."

"But what will you do during the rainy season?" The caller being an adopted Californian dared hint thus of the possibility of intermittent sunshine.

"Oh, we'll go 'in' for January and February. We have a friend up in San Francisco who will rent us two rooms in his house. But it will certainly be hard to get used to being 'in'. We tried it for two weeks in Denver when the schools first started, and actually whenever I saw autos go past the window all packed for camping, I just ached to get up and start off somewhere-----anywhere, just to be going."

And there is the real answer, or part of it, to the

Why. In it there is no wail of the homeless seeking a hearth. There is no despair of a harassed housekeeper left servantless. For Mrs. Fremont-Smith never had a servant. By her own frank confession she was a New England girl raised in a large family where every child had a part in the home responsibilities. And parenthetically we may as well confess that most of the clamor about the servant problem comes from families not accustomed to domestic help save in emergency. Those whose traditions include this form of service are the ones who are adapting themselves most resourcefully and philosophically to the maid shortage.

It is not lack of help, then, not lack of home, that is driving our citizenship out upon the public road, but the spirit of "Let's go," which is rapidly becoming our national slogan. And added to the simple faith of our forefathers as expressed upon our medium of exchange it has a subtly pathetic humor-----"In God we trust. Let's go."

A woman writer added fresh testimony to the trend of modern sentiment the other day. "I have to solve the problem of working and yet living outside," she said. "So I evolved the plan of stopping my car on some quiet roadside and writing on a pad in my lap. But I soon learned that roadsides, even very quiet ones, would not do. So many kindly people stopped with solicitous offers of gas and oil that my life became a succession of refusals. To the average American who owns an automobile it is an inconceivable thing that any one who is equipped to 'go' should

voluntarily remain stationary."

But to return to Mrs. Fremont-Smith. When asked how she solved the school problem, she replied: "We just put them right in here. We've been here two months already and will probably be here two more. There are several children in camp about their age, and every morning one of us gathers them up and drives them to school. And here's a thing that will interest you. The teachers say that the children from the auto park are the cleanest pupils in the school."

This is not hard to believe. For mothers freed from domestic cares have more time to spend upon faces and hands and "behind the ears." And by that same token it is quite probable that the children at the auto camp have more parental co-operation in preparing their lessons.

Mrs. Fremont-Smith had finished the peas now and was running a deft hand down a small stocking leg, prospecting for holes. The double bed, sheltered by a khaki lean-to, was neatly made, and a roll of flannel underwear flapped upon the clothes-line. If it is true that houses reflect the characters of their owners, tents are infinitely more illuminating. Sitting at the door of this one it was easy to make the transition from casual acquaintance to confidant and so receive indirect introduction to some of the neighbors.

"Those people over there are from Indiana. They own a home and a lot of property there, but they decided that they wanted to travel, and they've been down in San Diego for four months. Her husband has got a job here now. He's a building

contractor and is putting up that new office-building on B--- Street. They took a house two weeks ago, but yesterday morning back they came to camp. She said she just got so lonesome with nobody to talk to all day that she didn't know what to do. Not a soul came to call on her, and she said that when she'd think of the good times we all used to have together out here, cooking supper so cosily over in the kitchen and signing up for the waffle-iron on Sunday mornings, she just couldn't stand it. So they've taken one of those wooden lodges and will be here all winter."

Here she digressed from her responsibilities as hostess to call to the occupants of an incoming car. "Did you look at it?" The man replied evasively as he helped his wife to alight and began unpacking the groceries. Mrs. Fremont-Smith winked with genial camaraderie. "You see," she explained in a lowered voice, "we all say that we're here because we haven't any other place to live. And there's an unwritten law that whoever sees a sign of an apartment or house to rent must report it in camp. My husband and I have told these people about five different places but--- Well, you see they're still here."

Most of these campers are "still here," and their permanency and contentment seems to answer definitely the second question. Having once started to go will they ever be content to stop? No. Why should they stop when in this transient camp they find freedom and adventure and casual comradeship.

Eagerly does the American father of today impart to his family the glad tidings that he has rented or sold the home and they can now live in an apartment. Willingly does the American mother of to-day accept the altered condition of living that will free her from domestic toil. Joyfully do parents and children flee at length from the Gommorrah of profiteering landlords to the fellowship of the roadside camp-fire. And the soul of the whole matter lies in this fact: the Fremont-Smiths sacrifice their home ties lightly because they bind them lightly. Only in song do they pay tribute to the theory of there being "no place like home."

It is Emerson who urges us earnestly to "stay at home in thine own heaven." "Good advice," say the Fremont-Smiths, "if you have that kind of a home. But making a heaven out of your home involves too much work. Even making a haven of it is arduous. And in place of drudgery we can have freedom. In place of routine we can have adventure. And for every friend we can have a campful of jolly acquaintances. And all this at the least possible cost." This is the modern philosophy. It gains converts every day. For after all, our chief quarrel with life is not only that it is so expensive but that it is so hard, so unlovely, so pitiless. No one has time for the inspirational comradeships of life. No one cares who lives next door, or dies there. The strain of modern economic life is forcing us to seek relief in strange and hitherto untried ways. Those who drive mattress-gorged cars through our streets are on a spiritual quest. What they are

seeking is not material but spiritual shelter. And having found it in the community kitchen while awaiting their turn at the waffle-iron they are not to be forced back into the hideous melange of civilization by the empty enticement of FURNISHED APARTMENT TO LET.

Whether we approve or disapprove of it, the fact remains that we are rapidly being herded toward community living. And what is the case which the American home as it now exists can present in defensive argument? We are born in public institutions, educated in public institutions, fed at public tables, entertained in community theatres. Whatever religious instruction we brook is supplied by Sunday-schools. What claim can the home present to the modern child that will take precedence in his heart over going to school in an auto-park car and celebrating a birthday in an auto-park kitchen?

A few years ago one of our magazines published the statement that the American buffalo was rapidly becoming extinct and his species would soon be seen no more except in zoological gardens. This announcement caused not the mildest ripple of excitement. For to most of us the buffalo had already passed. We were not accustomed to seeing him gamboling about on the front lawn, so his going left no gap in our lives.

With something of that same calmness must the child of to-morrow read the warning sign: "The American Home is Passing." What is home but one apartment-house and boarding-school right after another! The story of the American tour-

ist visiting Italy with an English friend grows more pertinent with each succeeding year. Everywhere the American was impressed with the work of human hands and the dreams of human souls which have survived centuries of material and spiritual erosion. At last, in a voice thoroughly awed and a little despairing, he said to his companion: When America is as old as Italy is today she will have no heritage like this to give to posterity. What is the secret of Europe's marvellous achievement? How has she managed to accomplish all this?" To which the laconic Briton replied: "By staying at home."

This is an indictment none the less arresting because it is presented in the negative. But staying at home has become of all things the most abhorrent. Behind the slogan "Better roads" is a far deeper significance than the mass of our countrymen realize. Of the twenty measures placed before the California voters last November, the single one on which no campaign time or money was wasted was the highway bond issue. The prevailing sentiment throughout the State was that it would carry anyway, and there was no use in spending any effort upon it. And it did. It carried by an overwhelming majority, while bills relating to more effective administration, education, and public health went down in contemptuous defeat.

To what does all this point? Why "better roads" at the expense of better schools or better sanitation? The answer is obvious enough and logical enough in view of the modern

trend of sentiment: Better roads because, whether or not we have homes, we live on the roads. The American home is rapidly becoming merely a service station where we stop only long enough to get supplies for a trip. In a dim, indefinite way we are beginning to realize that during the past decade something fine and fundamental has passed out of our national life and in this spirit, which is pathetic because it is so little understood, we are throwing ourselves into the work of forming community theatres, community choruses, community auto parks.

One can conceive of a nation of Fremont-Smiths regaining perhaps some of our lost heritage of resourcefulness and cheerful adaptability. One may enjoy their easy comradeship even while despising them as slackers. But whether we feel for them pity, envy, or contempt, the fact remains that a steadily increasing part of our population are becoming the guests of the nation. And even an informal guest imposes definite responsibilities. A new spiritual tax has been levied upon us. For roadside democracy, like every other brand of democracy, presents problems and a price tag.

The Santa Barbara Chamber of Commerce is harassed by the realization that it must somehow contrive to build more lodges for those members of the Fremont-Smith family who may elect to stay all winter. It must provide, and that right speedily, more shower-baths and waffle-irons. The school superintendent, the board of health, and the local pastors have already added the Fremont-Smiths to their

calling lists. All this, as solicitous hosts, we must do in the name of the new hospitality. In return, we are reminded that the Fremont-Smiths spend their money in our town and that perchance (oh, beautiful indeed are the feet of those who bring these glad tidings into the local realty offices) they may decide to buy property here.

It is not permissible to inquire into the financial status of a guest. It is neither kind nor courteous to probe for details concerning his private plans. But even though we should entertain around our camp-fire some incognito son of Croesus who is destined one day to electrify the town by purchasing an entire hillside and paying cash, there are those among us for whom the haunting question will still persist: Do the Fremont-Smiths pay their board?

TENTING ON THE NEW CAMP GROUND

By Walter Prichard Eaton.

The most conspicuous thing in the West now is the sign, Free Municipal Camp Ground. Almost every city, town, and hamlet, from the Dakotas to the Pacific, maintains such a camp ground, and it is in constant use. Moreover, the national parks are full of campers who have come by motor and who do not go to the hotels at all. Before the first of August there had been 100,000 visitors at Yellowstone, the majority of whom, a hotel man woefully complained, were "sage ticks." He meant that they were sage-brush farmers or ranchmen who had come into the park with their families, on an outing, and who were camping. The Pacific Highway in Oregon, which extends south from Portland all the way to the California line, is full of touring automobiles, and on every second car (even more frequently, perhaps) you see camping equipment bulging from the rear seats and strapped to both running-boards. The motor accessory stores in all Western cities display various ingenious devices which fasten to the car and which can be let down and converted into beds and tents. Certainly thousands of people have been brought into the country in their motor-cars, many of whom, perhaps, would be forced to remain at home if they had to depend on railroads and hotels.

The West, of course, is a roomy and a democratic land. If you aren't quite democratic enough to put up at a municipal camp ground-----and it is a test, I admit!-----there is always a chance to find some wild and secluded spot; or, for that matter, you can drive in at any ranch and find a welcome under a tree. Since I got home to Massachusetts, however, I have been wondering what would happen if any considerable number of our Eastern people who possess small cars and small incomes were to decide that the inability to pay railroad fares and hotel charges wasn't going to keep them from having a real vacation, bought tents and coffee pots, and started out to camp it from New York to Bretton Woods. I live on the motor road between those two points. Would I invite families in to camp on my place? In a word, no. Would my neighbors to the south, to the north? Again, no. All along our road we struggle to keep our places gardened; we cherish every smallest tree; we dread fire; we hate the litter of cans and rubbish nine out of every ten campers always leave in a region where camping is not an instinct; finally, I fear it must be confessed, we are far from hospitably democratic at heart and would resent any invasion of our privacy. Some wild spots to camp in might be found if one knew the country and where to turn off the main highway; but it would require an accurate knowledge to avoid trespass and to be sure of the purity of the water supply. At present, in short, the low-priced motor holiday possible to thousands and thousands in the West is in the

East practically an impossibility.

But anyone who has seen Western families on the road will admit this is rather a pity. Here especially, where our population is most congested in cities, we most need the opportunity for escape and for free contact with the open spaces. It seems to me that the motor has opened up a whole new field for rational and comparatively inexpensive outdoor enjoyment, and that to develop and cultivate this field in the East is the new task confronting our park and State forest departments. The idea of a park as an open space full of bedded pansies, cannas, and settees close to a city was well enough before the advent of the motor. It is antiquated now, or, rather, it is inadequate.

There are millions of acres of deforested and waste land in the Northeastern States, a large percentage of it unfit for agriculture, which should, of course, be reforested; which sooner or later has got to be reforested if we are to survive comfortably, or even survive at all. At present, however, only the feeblest beginning of such reforestation has been made, largely because insufficient public pressure has been brought to bear on our short-sighted State legislators. But if State forests could be administered something as our national parks are administered -----that is, as outdoor playgrounds-----if their vast potential recreational value could be developed and stressed, a demand for their constant increase and improvement would arise, and not only we but future generations would be greatly

the gainers.

There is no quicker and more effective way to develop the recreational side of State forests in the East than to open them and advertise them as motor camp grounds. There is, for example, a considerable tract of forest land in western Connecticut now controlled by the State. In western Massachusetts sixty miles north there are two tracts of State forest (at present practically inaccessible to the ordinary tourist), one of 7,000, the other of 14,000 acres. One or two similar tracts under State control in southern Vermont and southern New Hampshire would fill in a chain to the White Mountains, where at last some provision is made for the camper. In the case of existing forests and reservations it would be a comparatively simple matter to post the roads in to them, put these roads into condition where necessary, designate some attractive place near protected water as a camp ground, and erect there sanitary facilities and dig a rubbish disposal pit. A few signs of the proper sort, combined with the pressure of the responsible campers, will soon teach those who use such camping sites to use them properly. Through all the Northwest this summer I didn't see one living tree that had been cut down by campers.

But even a bit of litter or actual damage at first is a small price to pay for the best possible advertisement of the State forest idea-----getting people into the forests, showing them how the forests can be used for their pleasure and their profit, giving them an object lesson in the spirit-

ual as well as the material advantages. If there could once be established a chain of State forests or reservations, each of which contained a pleasant motor camp ground beside running water or a pond, leading by easy stages from some large Eastern city out three or four hundred miles into what is left to us now of real mountain wilderness, I believe our highways, like those of the West, would be full of camp-equipped motors, thousands of our people would be able to get back into the zestful, health-renewing life of the out-doors, and the enthusiasm and demand for a real, an adequate reforestation policy would receive such an impetus as it has never yet been blessed with.

Certainly, being the pleasure-loving and perverse creatures we are, the mere logic of reforestation will make small headway with us, till at last we find ourselves timberless. But if the recreational feature of State and national forests is properly developed and sufficiently stressed, we may yet save ourselves in time. It seems to me the West is showing us the way, and that the brown tent on the running-board is the hope of our forests.

MOTOR TOURISTS' CAMP HAS ALL CONVENIENCES

By E. C. Mac MECHEN.

Half a dozen years ago the automobile camp ground for tourists was practically an unknown experiment. Today every city and town of any importance on the main highways between the Mississippi River and the Pacific coast has its auto camp, set aside especially for the motorist and improved for his convenience. In the larger camps anywhere from 3,000 to 10,000 cars park during the summer months. The auto camp is the modern counterpart of the far eastern caravansary, differing from it mainly in the different styles of locomotion employed by the traveler and in the purpose for which it was established. The caravansary was established as a trade necessity, whereas the auto camp was created by the demand of the pleasure seekers. Denver was the first city to establish a municipal camp in one of its city parks, and to equip it especially for the motor tourist. Since the beginning, the camp has been moved twice, and is now located permanently in Overland Park, one of the finest and largest of the Denver parks. The improvements are more extensive and elaborate than those in any motor camp in America today. Overland, including 160 acres of ground on the banks of the South Platte River, was purchased a year ago. Formerly it was a private horse-racing park. When the city acquired it,

it was equipped with a mile-and-a-quarter race track, grand stand, clubhouse, and half a dozen commodious frame buildings, erected for housing an interstate fair.

The city authorities have platted a camping area underneath the trees, large enough to accommodate 3,500 persons. The camp was laid out along the well-sanded driveways of the park, each camper's lot, marked by numbered posts, being 25 by 35 ft. Camp grounds were gridironed with water pipes from the city water mains and equipped with service hydrants so that no tent is more than 150 ft. from one of these. Sanitary sewers were laid and connected with the city sewer system, and electric arcs placed along the right of ways and streets of motor town. The city attendants include a park superintendent, a clerk to register guests and issue permits, a number of police officers, and men to clean the camp.

The outstanding improvement, however, has been the transformation of the clubhouse into a 24-room house for the motorists. A concessionaire was placed in charge and installed every conceivable convenience. On the first floor are located a grocery store and market, a steam table, where home-cooked foods may be purchased, a billiard and pool room for the men, barber shop, free hot and cold showers for men, and a free laundry, equipped with tubs, and hot and cold water, for the women campers. On the second floor are a dining room, soda fountain, lounging room where free dancing is enjoyed, and a room equipped with all manner of clothing, tents, and similar articles, used in camp life. On the

third floor are located a rest room and hot and cold showers for the women, as well as rooms for the attendants. The building has large roomy verandas where refreshments may be served.

At the entrance of the park is located a large gateway containing the tourists' registration booth and a complete gasoline service station. There is no charge for the occupancy of lots, and the permits, good for two weeks, may be extended upon application. The filling station is under the concessionaire.

One of the large exposition buildings has been fully equipped as a public comfort station for men and women and has cement floors and porcelain fittings. There are several other similarly equipped comfort stations in the park. Among the additional accommodations, to be installed for the season of 1921, is an automobile-repair shop and moving-picture theater that will seat 400, both of which are to be placed in one of the exposition buildings.

As high as 3,500 tourists have camped in the Overland Park in one night, and the city authorities expect a much larger population in the motor city before the end of the present season. The camp area may be extended to almost any extent desired. One entertainment given for the tourists early in the season brought a crowd of 60,000 to the park. This consisted of motorcycle races, which attracted the most noted riders to the city. Entertainments of a similar nature will be provided in the future.

Not only has the camp proved immensely popular with tourists, but it has become one of the show places of Denver. A few years ago the motor tourists was glad to receive permission from a western city to pitch his tent almost anywhere, but now western cities are vying with one another to kill the fatted calf for him, as evidenced by the fact that Denver has dedicated a quarter-of-a-million-dollar park for this purpose.

AUTOMOBILE CAMP SITES AND THE "GYPSY" MOTORIST

By Marguerite A. Salomon.

Fascinating and romantic were the tales of the nomadic gypsies who had no settled homes, but camped each night somewhere along the roadside or in the heart of the forest, cooking their meals around a glowing campfire and afterward singing their gay songs of the out-of-doors to the tune of guitar or mandolin.

Out West, beyond the Mississippi, thousands of Twentieth Century "gypsies" of quite a different type have sprung into being within the past few years. They are known as "gypsy motorists." Each year their number grows larger and larger, so that they present a very formidable and serious question to the various States through which they pass.

There are all degrees of gypsy motorists. Some are those who take their vacation in this way. Then there are farmers from intensely hot belts who in summer bring their families to cooler temperatures and at the same time visit the larger cities to buy necessaries and equipment. There are vast numbers of "immigrants" seeking new homes, who stop for a time here or there to see which particular spot suits them most as a future residence. And, lastly, there are the migratory ranch laborers-----such as the hop-

pickers, the berry-pickers, apple-pickers, and the like----who pile their families into "flivvers" and go working from place to place as one season runs into another.

Time was when the only resting-place a nomadic motorist could find was one of his own seeking-----some wayside, attractive place, preferably near a stream. As he grew in numbers, various communities found him getting to be a serious menace. He was not always clean, and sometimes he left a most untidy and unhealthy trail of rubbish behind him. He polluted fresh streams, and many a serious forest fire can be laid to his carelessness. It soon became clear that he must be segregated, if possible; and that is why some of the more progressive cities started free automobile camping grounds.

These camp sites vary in kind and in the accommodations they offer the touring motorist. All of them are free. Some merely furnish running water, comfort stations, and brick ovens with fuel already cut and piled for the use of the tourist. Others have electric lights as an added convenience, while still others furnish every degree of convenience imaginable for the comfort of the visiting "gypsy"-----with gas stoves or electric plates worked on a 25-cent meter basis, shower baths, lavatories, stationary washtubs, and lockers for food and valuables. One camp site (at Denver) has a large lake where one may boat or swim, and adjoining it are the municipal golf links, tennis courts, and a pavilion for dancing-----all absolutely free

of charge.

Probably one of the most complete equipments is found at the Free Auto-Camp at Ashland, Oregon. It is charmingly located in the heart of Lithia Park, a municipal park of one hundred acres of great natural beauty. Three kinds of mineral waters-----sulphur, soda, and lithia-----are found in springs and caverns near the camp, and there are children's playgrounds, wading pools tennis courts, and other features for the use of the tourist.

The camp is equipped with a gas kitchenette in a central location, with twelve gas plates, lockers for food, and sinks; and there are many additional gas plates under shelters in various parts of the park. The gas plates are attached to meters which operate upon the insertion of 25 cents. This entitles the camper to gas until ten the next morning, when the meters are reset. The revenue received for this gas is used toward the maintenance of the camp.

A big campfire, for sociability, is an added attraction, helping the campers get together for an evening of wholesome fun. The fire is in charge of an attendant, to avoid the danger of fire spreading to the heavily timbered hillsides of the park. Hundreds of electric lights are strung through the trees and give a fairy-like aspect. As many campers have no shelters over them, and the lights would prevent sleep, switches have been installed on trees so that the campers themselves can turn out the lights in their own section of the grounds as they retire.

A large comfort station of the most modern type is provided in a central location, and there are two large sulphur baths and a natatorium available, so that ample means for bathing are afforded. Cement incinerators are placed in handy spots for the disposition of rubbish. A laundry wagon calls every morning, with a one-day service for those who stop over and mail service for the laundry of those hurrying through. A store just outside the grounds provides certain necessaries, and milk is delivered by dairymen to the campers direct.

A commercial club secretary spends two or three hours nightly greeting the campers, gathering and disseminating road information, and doing any service he can.

A rule applying to most automobile camp sites is that each camper is given an allotted space. This prevents a great deal of trouble, especially among those campers who would be apt to take more than their share of room. A certain area of ground is marked by four posts, enough for a car and camping outfit. This space is numbered, and there is a corresponding number for locker and gas plate. All Mr. Motorist has to do is to drive up to the entrance, get his lot number, and set up his camp. A record is usually kept of the number of persons in each party, and the license number is entered on the register. Very often this has proved a valuable clue for the recovery of stolen cars, and it also keeps a certain check on undesirable motorists. It has been the means of keeping accurate statistics concerning

the "gypsy motorists," and especially from whence they come. Every State in the Union has been represented at most of the camps, and foreign cars have been noted from time to time.

There is hardly a place in the West, however small, where some sort of established camp site for automobile tourists may not be found. They are always maintained by the municipality in which they are located. Aside from segregating the campers, they have been found a very profitable investment from a commercial standpoint. St. Louis, Denver, Los Angeles, and many of the large Western cities have discovered that the farmer "gypsy motorist" alone represents a huge purchasing power. The farmer has always been a little embarrassed and awed by hotels. With the advent of inexpensive automobiles, and the establishment of camp sites, Mr. Farmer can bring his camping outfit and settle down in comfort for a couple of weeks', or even months',stay; for in most of the camps there is no time limit set. Provided for in this way, he usually takes the opportunity to shop for his supplies. It is more satisfactory than the old mail-order method of buying. It has been found that over 50 per cent. of the automobile campers who use the sites are farmers, who spend thousands of dollars for farming implements, clothing, and essentials.

Apropos of this there is an interesting story told by the head of a large business in one of the larger cities east of the Rockies. He was visiting the local camp site

one day, just as an especially shabby Ford arrived with a dusty lot of passengers. They were a Kansas farmer and his family. Stopping to chat with them, and through subsequent visits, he got to know them fairly well. As they were leaving, two weeks later, this man asked them casually whether they had made any purchases while in the city. "Maw can tell you-all that," drawled Mr. Kansas Farmer. "She keeps the check book." Upon consulting "Maw" he found they had spent nearly $1900 for farming implements and clothes during their stay. "S'long we hain't obleeged to stop in them city hotels, we're a-going to make this yere trip ev'ry yea-ar. No more buyin' from books when we ken see what we're a-gitting."

But the farmer is not the only profitable tourist. One who is even more interesting to local communities is the home-seeker, and every facility is provided to furnish him with accurate information and to make things so attractive that he will decide to become a citizen of that particular place. Hundreds of towns in more or less remote districts owe their growth within the past few years to these "immigrants." They are the modern pioneers. Instead of prairie schooners, they come in automobiles. By being allowed to use the automobile camp site for a few weeks, the prospective settler is given an opportunity to find a job to his liking and to study the housing and economic conditions of that particular locality. He need make no hasty decision as to whether he wants to remain there as a

permanent resident.

There are few regulations other than common decency demands at any of the automobile camp sites. Hospitality is the keynote of them all-----the big, broad, open-handed hospitality of the West-----and each community vies with the other to give the visitor the best possible impression.

The automobile camp site is a really wonderful development. Maybe some day even the crowded East will recognize its advantages.

NOMADS OF THE AUTOMOBILE

To be "as happy as a tramp" has always signified a care-free existence that comes from companionship with the great outdoors and from wandering dreamily along the open road wherever fancy leads. Most people never had half a chance to experience it. They did not know the joy of the traveler who lingers on his path and pitches his tent by night on any spot that suits his fancy. Now, however, we are told, one need not envy the ragged vagrant or the swarthy people whose home is a moving caravan. Every one who possesses a motor can have a moving caravan of his own and for as long as he likes be a modern, care-free gipsy. How it can be done is described in detail by Elon Jessup in "The Motor-Camping Book" (G. P. Putnam's Sons). For many years Mr. Jessup answered the call of the open road. At first it was simply touring on something like a railroad schedule, in which the desire to see the scenery was swallowed up in the effort to make hotel connections before night came down on a lonely road. Hotels may be located on the open road, but they are not a part of it, says the writer, and should be left severely alone. This is what the gipsying motorist does:

You take along your own hotel and set it up by the

roadside wherever night overtakes you. It is the real gipsy way. The motor-car has become a gasoline caravan. Time and space are at your beck and call, your freedom is complete, and the expense need hardly be more than living at home.

In this motor-camping we are going the gipsies one better. The mileage that can be covered and the nooks and corners of the earth one can explore are practically unlimited. A cross-continent tour from the Atlantic to the Pacific has become an everyday occurrence. What matters if night finds one in the center of an expansive desert many miles from the nearest hotel? In five minutes you set up a hotel of canvas that is much more satisfying than any builded of brick and stone. You discover wonderful byways which he who travels by rail will never know and over which the motorist who depends upon hotels dares not venture.

The motor-camping method of touring is both the newest and the oldest method in the world. Altho one may wonder at its enormous growth during the past few years, this growth is not surprizing for the reason that the idea is based upon one of the most fundamental instincts in the world-----the gipsy call to the open road and the gipsy way of going. As part of this might be included the wish to get the greatest amount of fun for the smallest expenditure of money.

Some motor tourists who continue to depend solely

upon hotels because they are perfectly able to pay the prices regard motor-camping simply as a means of saving money. This is far from being the case. Any one noticing the numerous tent- and bed-laden cars along the open road will find that a considerable proportion of these are machines of expensive manufacture-----for example, Packards and Pierce-Arrows. It is reasonable to suppose that their owners are men of some means. These people realize that to camp beside a trickling trout stream, smoke their pipes of peace before a glowing fire, and then roll in for the night to the music of the stream and woods is a privilege of no small importance.

In regard to expense, it is safe to say that any one who can afford a car and a vacation can likewise afford a motor-camping trip. With these two requisites at your disposal, a trip of this sort is the most economical way in which one can go. There is no other method of travel whereby one can cover great distances and see such variety of country in a short time for so small a money outlay. Of course, there is the initial outlay for the camping outfit, but this soon pays for itself and is good for several years. If the car is in top-notch shape before starting, the only other necessary expenses are gasoline, oil, and the food you eat.

Indeed, motor-camping is the only way in which many people can afford to travel at all. Otherwise, they would be forced to stay at home. I have seen many instances of

this. For example, I recall meeting in Banff, Canada, a farmer with his wife and five children who were enjoying the marvels of the Canadian Rockies. Their car was a trifle rickety in spots, but it had brought them safely all the way across the broad Canadian prairies. They had camped out every night and would continue to do so until their return. This farmer explained to me:

"I've been wanting to bring my family out and show them this country for years, but I couldn't stand the expense until I got the flivver. Going this way doesn't cost much more than living at home."

This farmer's case was fairly typical. There were fully twenty-five more of his sort in the motor-camping grounds at Banff who might have made the same reply. And camped beside him in a tent attached to the side of a high-powered, costly car was an American who I later learned was rated at quite a few hundred thousands of dollars in the banking circles of his home State. This man was equally as typical of motor-camping.

The equipment of the gasoline caravan is a real but very definite problem. If possible it should be completely solved before the start of the trip, else troubles will accumulate along the way. The need for articles overlooked, the bother of unnecessary things thrown in at the last moment, clumsy packing, unequal distribution of weight: these and a dozen other petty annoyances cropping up

continually will greatly detract from the trip. One goes camping to have fun, not to be annoyed. The average motor-camper is not a back-woodsman who, when night overtakes him, sometimes curls up on the ground under a tree and rolls off to sleep; and "roughing it" is not necessary. The motor-camper can, by taking proper thought, make himself as comfortable as he would be in his own home. The writer says:

Outfitting for a motor-camping trip is a matter which requires suitable judgment. Equipment which is suitable for one car may be totally inadequate for another. A motor-camping outfit should be selected with great care. A dozen and one things must be considered: the power and capacity of the car, its hill-climbing capabilities, suitable sleeping arrangements, running-board capacity for carrying duffle; whether spare tires are carried on side or rear, proper distribution of weight so that the strain on springs will be equalized: these are but a few of the numerous items to be considered.

Sometimes this matter of selection takes years of actual experience before a man finds exactly what he needs. A short time ago I met a motor-camper who for three years had constantly been changing various details of his outfit. He assured me that at last he had an outfit which suited him perfectly. As he checked over the list I realized that there were only a few items of which I, for my part, fully

approved. So there you are. Motor-camping is an individual problem that must be solved by the individual. I have examined the outfits of a good many different motor-campers on the road and I have yet to find two alike in every respect. This is as it should be. There is so much leeway and flexibility to this kind of camping that most hard-and-fast rules other than a man makes for himself are out of the question.

On the other hand, there are certain fundamentals which all outfits should have in common. Chief among these is compactness. This does not mean that one sacrifices comfort. Indeed, quite the contrary. Imagine, for example, three cooking-pots very nearly of the same size. Why have them take up the space of three when it is just as easy to get a nested set in which one pot fits inside of the other?

I have seen motor-camping cars on the road so bulging with equipment that they closely resembled moving-vans. Bulk, more than weight, has been the main fault in many such instances. I have seen other cars carrying fully as much weight and equipment, but the various articles have been selected wisely in respect to compactness and packing ability. As a result of such careful preparation, all the passengers in a car of this sort are perfectly comfortable and the appearance of the outside of the machine, except for a few small, unobtrusive bundles, is no different than usual.

Only necessities should be included in the outfit-----

articles for which there will be definite use. I mean this in a relative sense. It is easy enough to define bare necessities, such as bed, blankets, and tooth-brush, but presently you come to a border-line across which lies a huge stack of articles which would be mighty nice to have along but may not be absolutely essential. Here is where good judgment comes in. Remember the mileage you will lug these articles and the number of times they will be packed and unpacked. There may be a folding table or chair which you consider quite essential to camp comfort; in which case it is very likely worth while taking such an article, providing the burden of carrying it is not too great.

When the motor-camper starts out, roads lie open in all directions and for thousands of miles. He may wander from the Maine woods to the Everglades of Florida, from Plymouth Rock to 'Frisco. Camp sites will not be difficult to find, particularly in the West, where many cities afford the motor-tourist camping-grounds in their city parks. For the camper who wants to see the wonders of nature and the fune scenery afforded by his own country there are seventeen National Parks on the mainland of the United States, and about 150 National Forests. And, says the writer in alluring fashion:

Both the Park and Forest Service stretch out a welcoming hand to the motor-camper. They more than meet

you half-way. After all, they are your parks and your forests, and there to be used by you. Roads are being steadily improved, and in many instances stone fireplaces and other accommodations have been installed in suitable camping sites for your special benefit. The National Park exists solely for recreational purposes; the National Forest is primarily a huge timber farm, but a large part of its activities concern recreation. In both services the officials fully realize that the particular public which they are largely called upon to serve is the motor-camper. They are going out of their way to give satisfaction.

The same rule applies in many sections where huge wild areas are administered by the State. In New York, for example, the State Conservation Commission has recently built along the Adirondack highways a great many stone fireplaces for the special use of motor-campers.

GIPSYING DE LUXE

By John R. Eustis.

If a practice which is steadily growing thruout the western states continues to expand, then in the not distant future, camp sites will be as much a part of modern highways as are culverts and fences. To the automobile, of course, is attributable the advent and increasing popularity of the roadside camping ground; or, perhaps, to be more accurate, it belongs to the motor tourists who are displaying nomadic instincts worthy of real gipsies.

Some of the best automobile camp sites are those provided and managed by progressive municipalities in the West, altho there are a number privately owned which make moderate charges for camping privileges. An excellent example of the former is the camp at one of the city parks in Denver, which entertained as many as four hundred automobile touring and camping parties over a single night last summer. The municipal camping ground, with such conveniences as running water, electric lights, et cetera, is one of the main claims set forth by cities, towns, and even by larger sections of the West, in urging the motor tourist to journey their way and stop a while. That the appeal is successful is attested by the records of the

Denver camp and by the statement of the secretary of a California automobile organization that last year the number of motor camping tourists, or touring campers if you will, journeying in the Pacific Coast states alone were to be counted by the thousands. And if this was the case in 1918, when the use of automobiles for such purposes was restricted, the total for the coming season should be many times greater.

The national parks of the West are naturally on the itinerary of all motorists whose tours take them anywhere near one or more of these great public playgrounds. As might be expected the motor gipsy also heads for these wide expanses of public lands, and finds there the attractions which prolong his stay often over many days and nights. In the various national parks are innumerable camping sites, where the requisite running water, firewood and shade abound, but many motorists prefer the regular established camping grounds.

A fine example of one of these camps is to be found in a grove of pine and cedar at the foot of Glacier Point in Yosemite Valley, Yellowstone National Park. In addition to plots on which tents can be pitched, there are several score bungalows and six hundred tents, with board floors. The special features include a large garage, swimming pool with bath houses, steam laundry, auditorium, restaurant, and a store where a wide variety of supplies and equipment are to be had. There are also tennis courts,

a baseball field and riding horses.

An indication of the growing importance of the highway camp site is found in a recent bill of the legislature of the State of Washington which provides that when large tracts of state land are sold to timber companies, that reservations of five acres may be retained where needed, and converted into public automobile camping grounds. There is also pending before the legislature of the State of Colorado a measure drafted and sponsored by the State Highway Commissioner, which provides for the creation of public camping sites as a part of highway development. These provisions of this bill, known as the Public Camp Site Bill, are of interest because similar legislation may be expected in many more states:

The boards of county commissioners of the several counties of Colorado are hereby empowered with the approval of the State Highway Commission, to purchase parcels of land to be used as free public camping grounds, not exceeding five acres in one tract, at a cost not to exceed $100 per acre, along and contiguous to a state route or highway, and pay for the same from the county road fund.

The boards of county commissioners before making any purchase of land under this act, shall visit the proposed site and, if a satisfactory agreement can be made with the owner as to the price and acreage, a survey and plat shall be made and abstract of title secured, which shall be sub-

mitted to the county attorney for his approval. A full statement concerning the proposed camp site shall be forwarded to the State Highway Commission, and if the said commission shall approve the purchase, it may instruct the State Highway Commissioner to issue a voucher on the state road fund, payable to the county treasurer, reimbursing the county to the extent of 50 per cent of the cost of such purchase. No camp site shall be purchased without first securing the approval of the State Highway Commission.

In the selection of camping sites the topography of the land must be convenient for automobiles and other vehicles, with convenient water supply, and, where possible, shade trees. Rules governing the use of the public of such camping sites may be agreed upon between the boards of county commissioners and the State Highway Commission. A reasonable amount may be expended in fencing where necessary, and otherwise improving any camp sites.

It shall be a misdemeanor, subject to a fine not to exceed $100 for any person to destroy any tree, deface any natural object, or befoul any source of water supply, located on or in any public camping site as defined in this bill.

The significant feature of this bill as drawn is the supervision if not actual control placed in the hands of the state highway commission, thus ensuring that the camp

sites will be an integral part of the state highway system, and located to serve the convenience of tourists rather than the interests of various communities. Further it will provide that the sites be at proper intervals and along the routes which carry the larger share of motor traffic. When fully developed as a state-wide system these camp sites will bring the motorist into many rural sections not now visited because of the lack of adequate accommodations. And such visitations will benefit these backward communities because the camping motorist travels independent of hotels from choice and not from financial necessity.

In speaking on the proposed camp site bill before a legislative committee the State Highway Commissioner described what would be the requisites of a public camp site in Colorado. Accessibility to the highway, running water of good quality, shade, pleasant surroundings, outdoor stone ovens, a convenient wood pile, and an open shelter house, such as are found on the National Forest recreation grounds, were included. Incidentally it seems fitting that this first public automobile camp site legislation should be pending in Colorado, because to that commonwealth belongs the credit of originating the automobile camp.

Where does the East stand in the matter of providing camping sites for western motorists? If there is anything east of the Mississippi at all comparable with the automobile camps of the West, both municipal and private,

knowledge of it has been carefully concealed. The manager of a motor touring bureau in New York City has in the past few weeks received requests from three western motorists for information concerning camping sites in close proximity to this city. He was forced to answer that there were none. The big eastern cities are naturally the goal of the thousands of western motorists who have acquired the touring and camping habit, as soon as their routes lead them to the Atlantic seaboard. It would be a display of hospitality if not of good business judgment, to make some provision for them.

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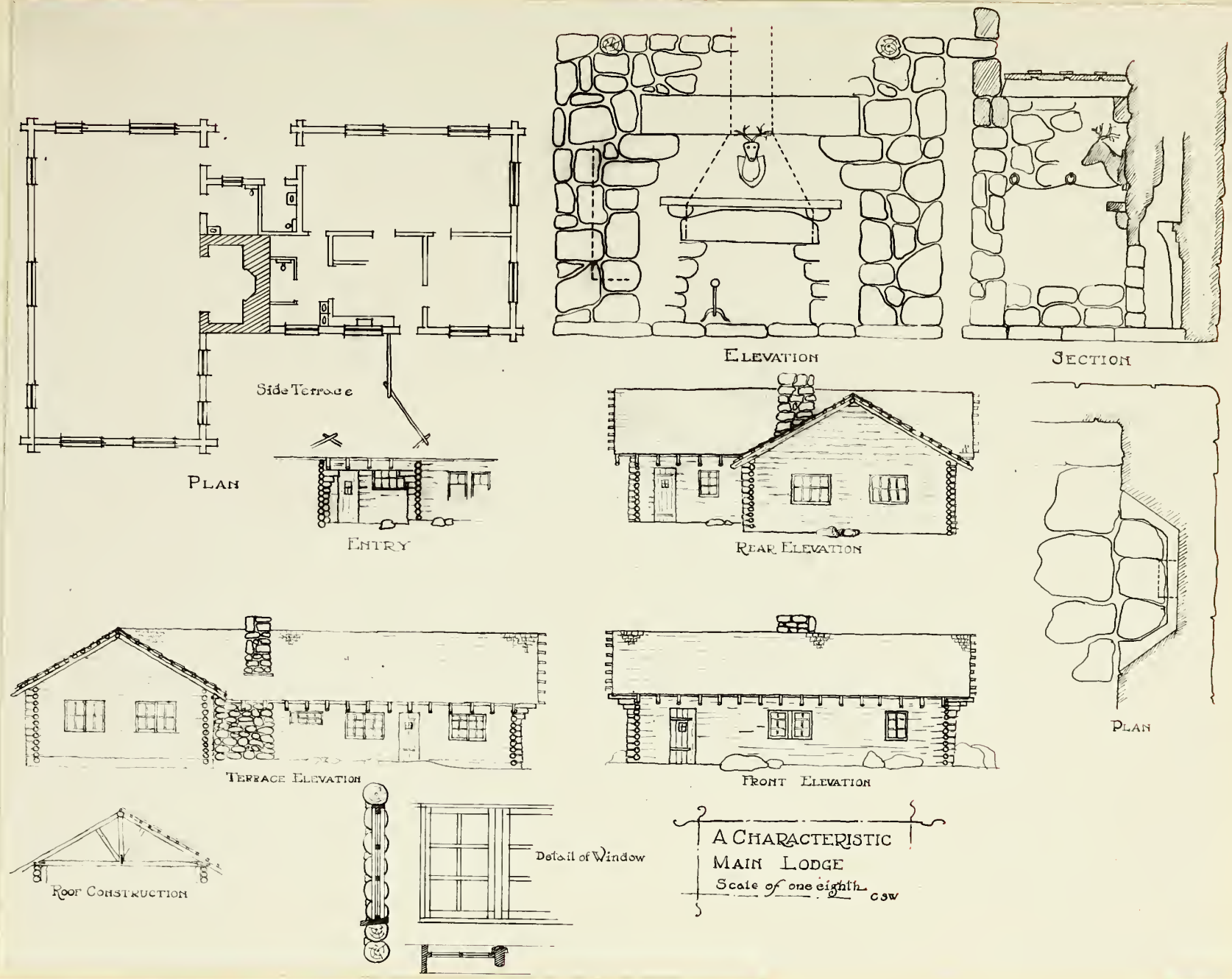
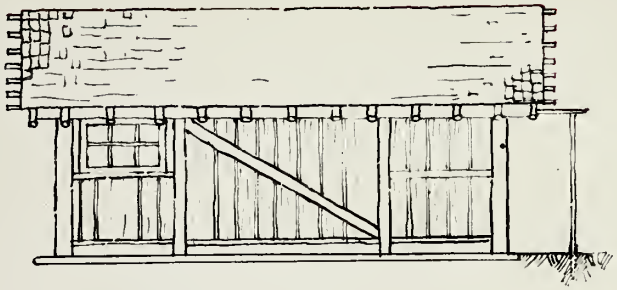
Motor Life, March, 1922.

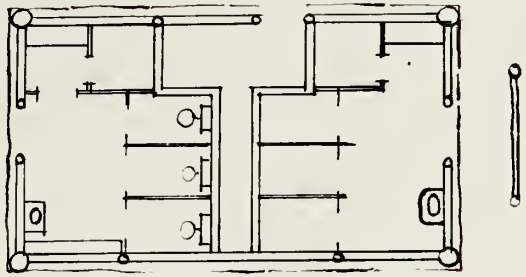

STUDY FOR A
MAIN LODGE TO BE
BUILT IN CONNECTION
WITH AUTO TOURIST CAMP.
C.S.R. '22


Side Terrace
Plan
Entry
Elevation
Section
Rear Elevation
Plan
Terrace Elevation
Front Elevation
Roof Construction
Detail of Window
A Characteristic
Main Lodge
Scale of one eighth
CSW

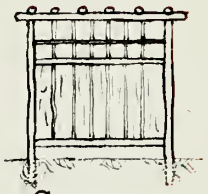


REAR ELEVATION

END



PLAN



SCREEN

FRONT ELEVATION

A TYPICAL
COMFORT STATION
Scale of one eighth

C.S.W